Dewan's reply.—The Chief Engineer will be asked to investigate and report.

77. Improvement of the means of communication in the Kottayam taluk.

Mr. Kanakku Narayanan Kesavan (Member, Kottayam taluk) said that the Venchapalli Canal was in an unhealthy and miserable condition. There was no flow of water, and offensive effluvia from decayed leaves &c., used to arise from the canal. Consequently, the sanitation of the surrounding places was very unsatisfactory. The Member requested that the canal should be cut open from the Meenachil river for a distance of 80 links.

He next said that, though the Kottayam–Kumarakam road had been sanctioned in 1910, the work had not yet been finished. The delay caused much inconvenience to the public. He requested that orders might be issued to finish the work before the close of the year 1089 M. E. He further pointed out that the bridges now being built on the road were only foot-bridges. The road from Kottayam to Vycome *via* Kumarakam was a short cut and it would naturally become a cartable road sooner or later. He therefore proposed that, in lieu of the foot-bridges on the road, road-bridges should be constructed. He requested also that, at the end of the Kottayam–Kumarakam road, a bridge should be constructed at the Illikal kadavu.

For the construction of the Kottayam—Parippu road, a sum of about Rs. 9,000 had been sanctioned two years ago, but work had not yet commenced. Since he submitted his memoranda of subjects, he learnt that the Engineering Department had aligned the road. The length of the proposed road from Chungam kadavu in Kottayam to Parippu was eight miles. If the road were to begin from Kulappura kadavu, it would be only 4 miles in length and the amount now sanctioned would be enough for the purpose. The latter line would be preferable to the former. He requested that the road from Kulappura kadavu to the Parippu temple might be constructed without delay.

Lastly, the Member said that the necessity for the construction of a cartable road from the Kanjirapalli–Erattupetta road to the Ponkunnam–Lalam road had been brought to the notice of the Government through several petitions from the inhabitants of the locality. The Director of Agriculture was convinced of the necessity for the road in the interests of agriculture. He requested that favourable orders might be given in regard to the road, in consultation with the Chief Engineer and the Director of Agriculture.

Dewan's reply.—Noted.

78. The need for the construction of a spacious boat-basin at a place to be acquired near the Cutcherry landing at Kottayam.

Mr. A. K. Varkey (Member, T. I. C., Kottayam) said that the present boat-basin at the Cutcherry landing place, which had been constructed several years ago, was not large enough to hold the canoes, boats &c., that came there daily. Ever since the opening of the boat-basin, the town of Kottayam had been making progress in commerce. The boat-basin was partially silted up and it had become, narrower than before. The Member therefore made the following proposals, *viz.*, that

(1) A new reserve tank should be constructed a little south of the present basin, where alone extension was possible, for keeping empty canoes &c., and cartable roads provided on all sides.

(2) Arrangements should be made to keep the present tank always sufficiently deep by removing the silt, to enable any large cargo boat to land at the place.

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(3) A public latrine should be constructed near the landing place with separate compartments for female passengers;

(4) The Thekkumgopuram tank and a part of the Thekkumgopuram canal, which had been silted up and was of no use to the public, should be converted into a public road; and

(5) The Kodimatha and the market landings should be deepened and widened.

Dewan's reply.—The Government recognise that more basin accommodation is needed at Kottayam. The Chief Engineer will be asked to submit definite proposals.

79. The necessity for constructing a new landing place at Karukachal and connecting it with the Meenachil river.

Mr. A. K. Varkey (Member, T. I. C., Kottayam) said that there were two canals from the first bridge on the new Karukachal road going to different directions and joining the Meenachil river, *viz.*, the Kothukathu river and the Idiyan canal. They were mostly silted up and encroached upon. Pattas had also been granted for some portions of them. The Member said that, since he submitted his memoranda of subjects, the encroachments on the Idiyan canal were being rapidly removed. His proposals were the following, *viz.*,

(1) The encroachments on the two canals should be removed and the portions for which pattas had been granted acquired to secure the full width.

(2) The silt on the canals should be removed and the canals deepened and widened.

(3) A new boat-basin and landing should be constructed on the western side of the first bridge on the new Karukachal road.

(4) A public latrine, with two compartments for males and females, should be constructed near the proposed landing.

Dewan's reply.—The Chief Enginner will be asked to investigate the matter and report.

80. The necessity for constructing a canal from Cherukara to the Changanacherri Market landing.

Mr. Mathai Verghese (Member, Trading Classes, Changanacherri) said that there existed a narrow and circuitous canal from Cherukara in the Vembanad lake to the Changanacherri market landing, which was not fit for the passage of large cargo boats. The length of the canal was 10 miles, whereas the distance from Cherukara to the Changanacherri market landing was only 6 miles. Further, during the hot months of the year, travelling by boat through the canal was not possible for want of sufficient water. The Member requested that a straight canal, 50 feet broad, should be opened from the Changanacherri market landing to Cherukara *kayal*. He also requested that, in registering portions of the Vembanad lake, it was desirable to reckon the requirements of the proposed canal and to reserve sufficient area on both sides of the line from the end of the Changanacherri-Cherukara canal straight up to Kumarakom Thekekara.

Dewan's reply.—Noted.

81 The necessity for opening cartable roads from the taluk headquarters to the other villages of the Thodupuzha taluk.

Mr. Ousep Chacko (Member, Thodupuzha taluk) represented that the Thodupuzha taluk was a hilly place and possessed no facilities for travelling. The people experienced much inconvenience for want of good roads. He

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